



MDT - Department of Transportation

Aeronautics Division

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November 2000

Helena Airport Turf Airstrip Work Session

A group of turf airstrip advocates, led by Airport Manager Ron Mercer and several members of the Helena Regional Airport Authority gathered November 7th at the newly constructed airstrip on the Helena Regional Airport to pick rocks and rake the airstrip. The weather was beautiful and the turnout was very good. Most volunteers had already been to the voting poles. The turf airstrip issue was brought to the attention of Ron Mercer and the Helena Airport Authority a couple of years ago and they thought it was a good idea so they immediately prepared a temporary turf airstrip which has been very popular and regularly used even though it is rather short. The new 2000 foot long airstrip construction was completed this fall after the airport runway construction project was completed but it needed some final manicuring before grass seeding and final rolling takes place. It is interesting and maybe a bit unusual that a large air carrier airport would provide a turf airstrip for users who desire turf over pavement on which to operate their conventional geared, antique, and experimental air. A big KUDOS from the turf runway advocates to the Helena Regional Airport Authority.



More than 20 hard working volunteers showed up to pick rocks and rake the airstrip. With such great team effort the airstrip was completed in record time.

Celestine Duncan was the first to give the new airstrip a try coming in for a perfect landing in her Super Cub!



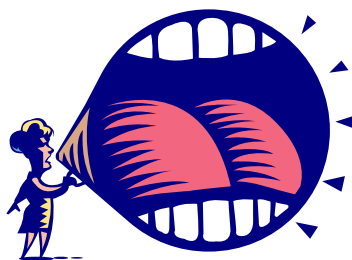
Administrators Column

GRAND CANYON OPERATORS APPEAL GETS FAA ATTENTION - Grand Canyon Air Tour Operators were pleased that their appeal to the U.S. Court of Appeals has gotten the attention of the FAA. The air tour operators charged that the new routes established by the FAA and the National Park Service pose a "significant and serious risk that are likely to result in a deadly midair collision or a dangerous near-miss." It noted a National Transportation Safety Board report from a 1986 collision that found "FAA failed to exercise its oversight responsibility over flight operations in the Grand Canyon airspace and that the National Park Service influenced the selection of routes.... subsequently the modification and configuration of the rotary-wing routes resulted in their intersecting with the routes of Grand Canyon Airlines." The FAA told the Appeals Court that the operators' allegations "raise some very specific safety issues, the full extent of which were not previously fully understood." That it takes "the allegations very seriously" and plans to send a team out within the next couple of weeks, weather permitting, to fly the routes to further investigate the operators' safety concerns. The Appeals Court gave the FAA until November 28, 2000 to report back its findings on the operators' allegations and placed a temporary stay on the implementation date from December 1 to December 28, 2000.

GPS COULD BE THREATENED BY UWB - According to formal comments submitted to the Federal Communications Commission (FCC) by the Aircraft Owners and Pilots Association (AOPA) in response to an FCC Notice of Proposed Rulemaking FCC 00-163, the new Ultra-Wideband Transmission Systems (UWB) could impose serious disruptions to the Global Positioning System (GPS) navigation signals. AOPA Vice President Dennis Roberts stated "The UWB frequency band cuts right through the frequencies need by pilots and others for navigation and a host of other GPS-based services. Can you imagine the havoc if crucial navigation signals were disrupted, especially in bad weather?" AOPA said that the UWB systems broadcast signals over the extremely wide frequency range of 1.5 giga-

hertz. High Power UWB applications include "through-the-wall radar" that could help find victims of a natural catastrophe buried under debris. Lower-power UWB devices are expected to provide fast, wireless Internet connections, transmit high quality video and audio signals, and even function as household remote control devices or as construction stud finders. Although FCC officials and other experts agree that the high-power UWB devices should require licensing and controls, the AOPA has identified the unrestrained proliferation of the much lower-power remotes, communicators, wireless wide and local area networks and other lower-power UWB devices as the biggest potential threat to GPS navigation signals. Roberts further stated "UWB proponents estimate the average U.S. citizen may have as many as eight UWB devices in the next few years, it's not a few low-powered units that would interfere with GPS signals, it's the combined 'hum' of millions of the small units that raises question. It's important for the FCC to wait until on-going test programs are concluded and the necessary regulatory controls are identified before moving forward with rulemaking."

.....continued page 3



**MONTANA
AVIATION
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March 1-3, 2001
Cavanaugh's Outlaw Inn
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Watch for exciting changes
Mark your calendar now!**



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Scholarship Opportunities

ALOA Scholarships: A Love of Aviation (ALOA) Scholarship established in 1993 by an anonymous donor and joined by a second donor in 1997 will once again be awarded in 2001.

The \$250 flight scholarships offered to Montanans are to be used to help defray costs of flight instruction and will be presented during the 2001 Montana Aviation Conference in Kalispell.

Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked on or before February 2, 2001.

Montana Pilots Association Junior Award:

The Montana Pilots Association is seeking applicants for its Junior Pilot of the Year Award. The recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. New pilots are frequently chosen for this award, but don't let the Junior fool you, this award can be given to any deserving age group. This person is most likely pursuing a professional aviation career.

Interested applicants must submit a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked on or before February 2, 2001.

Parrott Family Scholarship: Parrott Family will award a fourth annual aviation scholarship in 2001 to a Montana high school student. The scholarship will pay \$1,000 and is to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC avia-

tion program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine ratings that are required by the RMC aviation curriculum. Eligible expenses include aircraft rental, flight and ground instruction, simulator training, and the purchase of aviation related materials and related supplies.

The award will be made by a selection committee and will be based on overall character, academic qualifications, seriousness of purpose, past aviation related activities, if any, or any other criteria it determines to be appropriate.

Applicants need to send a letter of application to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 2, 2001.

The award will be presented at the Montana Aviation Conference in Kalispell in early March.

Aviation Appreciation Scholarship:

The sixth annual Aviation Appreciation Scholarship will be presented at the Montana Aviation conference in Kalispell.

The scholarship is offered by Jeff Morrison, retired owner of Morrison Flying Service, currently Exec Air in Helena. Jeff has established the \$300 scholarship as a token of appreciation to the aviation community. The scholarship is designed to help a young person seeking a career in aviation.

The scholarship recipient will be selected based upon a Montana resident explaining in a letter the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call (406) 444-2506 for more information. Letters must be postmarked on or before February 2, 2001.



Calendar

December 9, 2000 - MPA Board of Director's meeting, 10:00 a.m., Yogo Inn, Lewistown.

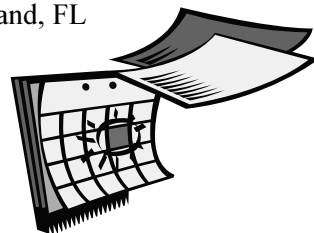
February 2 & 3, 2001 - Flight Instructor Refresher Clinic, Helena.

February 9-11, 2001 - Winter Survival Clinic, Helena.

March 1-3, 2001 - Montana Aviation Conference, Kalispell.

March 22-24, 2001 - International Women in Aviation Conference, Reno, NV

April 8-14 - Sun n Fun EAA Fly-In, Lakeland, FL



ADMINISTRATORS

COLUMN CONTINUED....

SENATOR McCAIN AGAIN BLASTS CORPORATE AVIATION

- During a mid September Senate Commerce Committee hearing, Committee Chairman Senator John McCain (AZ) took the opportunity to again blast business jet operators by characterizing their use of the national airspace as "OBSCENE" and repeated his earlier claims that "corporate aircraft fly around the country for free" while other Americans will have to pay increased taxes for their airline tickets. During the debates on AIR-21 (which passed), Senator McCain vehemently opposed the provision to raise the airport passenger facility charge cap from \$3.00 to \$4.00. McCain stated "the fact that corporate aircraft do not pay higher taxes is another argument for campaign finance reform". During a May hearing on the Federal Aviation Management Advisory Council, it was reported that Senator McCain ranted "it is a disgrace" that corporate "fat cat friends" fly in business jets and "pay nothing". It appears that the reason for Senator McCain's outbursts is his frustrations over failed attempts by the Administration to implement aviation USER FEE's which he strongly supports.

NIFA Competition Safe Con 2000

Rocky Mountain College, Billings, Montana, hosted the National Intercollegiate Flight Association (NIFA) on October 19-21, 2000. Aviation students from Metropolitan State College of Denver, the United States Air Force Academy of Colorado Springs, Rocky Mountain College, Utah State University, and Colorado Northwest Community College competed as teams in the intercollegiate flight competition. The teams must be associated with a regional accredited institution. The aircraft can be single engine land only, no more than four place, with a maximum horsepower of 250 BHP. The flight competition included these events: message drop, power off landings, short field approach and landing and navigation. The ground events include safety, preflight and IFR simulation. The United States Air Force took home the top team award.



A NIFA airplane taxis to the runway in Laurel preparing for the spot landing competition.



Left, NIFA flight competitors and judges listen to the flight brief at Northern Skies Aviation Inc. in Laurel.

Frank G. Brewer Trophy

The Frank G. Brewer Trophy was established in 1943 by Frank G. Brewer in honor of his two sons and the one and half million other American youths put into the air by World War II. NAA has administered the Trophy since it was founded.

The award is awarded annually to an individual, a group of individuals, or an organization for significant contributions of enduring value to aerospace education in the United States. This year it will be presented at a luncheon during the National Congress on Aviation and Space Education, which will be held March 14-17, 2001 in Minneapolis, Minnesota.

Nomination format should include full name of nominee with address, phone/fax numbers, and email address. Name, address, phone/fax numbers, email address of the individual preparing the nomination. Preparer should state concisely the specific achievement for which the nominee is being cited. Give complete but concise details justifying the award, with such background information considered pertinent, and any other relevant information that would assist the Selection Committee. A maximum of three typewritten pages will be accepted, and, in fairness to all nominees, additional materials will not be con-

sidered by the Selection Committee. All materials submitted become property of the National Aeronautic Association. Nomination should be on 8 ½ X 11 inch paper with a 1 ¼ inch left margin. All of the information requested above, including the proposed citation wording, must be included for the nomination to be considered.

Nominations and endorsement letters must be received by December 31, 2000. They should be sent to NAA at 1815 N. Fort Myer Drive, Suite 500, Arlington, VA 22209-1805. Phone (703) 527-0226 – <http://www.naa-usa.org>.

NATA Voices Opposition

National Air Transportation Association (NATA) President Jim Coyne criticized efforts at two airports to implement noise restrictions on Stage 2 business jets.

In a statement for public meeting held August 15th addressing the Notice of Proposed Restrictions on Stage 2 Operations at Flying Cloud Airport in Eden Prairie, Minnesota, Coyne stated the Association's preference of voluntary rather than mandatory restrictions of Stage 1 and 2 aircraft from using Flying Cloud Airport between the hours of 10:00 p.m. and 6:00 a.m.

"Voluntary restrictions have proven effective as a method to limit the impact of aircraft operations," Coyne stated. "Because aircraft operators are familiar with the use of voluntary restrictions, a high compliance rate can be anticipated."

Commenting on the analysis required under Federal Aviation Regulation Part 161, Coyne explained that "no loss in property values would occur if voluntary restrictions were implemented at Flying Cloud Airport."

Coyne also directed comments opposing a recommendation from outside consultants to restrict all Stage 2 aircraft operations at Naples Municipal Airport, Naples, Florida.

Criticizing the recommendation to add a 60 L[dn] contour on the Federal Aviation Regulation (FAR) Part 150 Noise Exposure Map Update, Coyne said, "This is not appropriate under federal regulations. It also negates the validity of the cost/benefit analysis."

"Ultimately this recommendation would present a significant economic loss for the surrounding community as well as limit critical air transportation access to South Florida," Coyne concluded.

Gone West

I hope there's a place, way up in the sky,
Where pilots can go, when they have to die.

A place where a guy can buy a cold beer,
For a friend and a comrade, whose memory is dear;

A place where no doctor or lawyer can tread,

Nor a management type would ere be caught dead;

Just a quaint little place, kind of dark, full of smoke,

Where they like to sing loud, and love a good joke;

The kind of a place where a lady could go
And feel safe and protected, by the men she would know.

There must be a place where old pilots go,
When their pain is finished, and their airspeed gets low,

Where the whiskey is old, and the women are young,

And songs about flying and dying are sung,
Where you'd see all the fellows who'd flown west before,

And they'd call out your name, as you came through the door.

Who would buy you a drink, if your thirst should be bad,

And relate to the others, "He was quite a good lad!"

And then through the mist, you'd spot an old guy

You had not seen in years, though he taught you to fly.

He'd nod his old head, and grin ear to ear,
And say, "Welcome, my son, I'm pleased that you're here."

"For this is the place where true flyers come,"

"When their journey is over, and the war has been won."

"They've come here at last to be safe and alone"

"From the government clerks and the management clone,"

"Politicians and lawyers, the Feds and the noise,"

"Where all hours are happy, and these good ole boys"

"Can relax with a cool one, and a well deserved rest,"

"This is heaven, my son....You've passed your last test!"

Like Father - Like Son



Pictured above are Gary Blom, Brent Vetter and Paul Blom. November 3, 2000 marked a very important day for these two Helena residents, Gary and his 16 year old son Paul both soloed on the same day after receiving flight instruction from Brent at Vetter Aviation. Congratulations and safe flying to you both!!!

Captain E. Hamilton Lee

Master CFI Renewed

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Robert David Smith, owner of Smith Aviation Testing in Great Falls. Recently, Dave's designation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, his professional aviation organization.

To help put this achievement in its proper perspective, there are approximately 78,000 CFIs in the United States. Fewer than three hundred of them have achieved that distinction thus far. The last five national Flight Instructors of the Year were Master CFIs while Dave is one of only two Montana CFIs to hold this prestigious title.

The Master Instructor designation is earned by a candidate through a rigorous process of continuing education and, much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educator's those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Through their dedication to excellence, Master Instructors have earned their "black belts" in aviation education. They truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfast, to which Dave will be invited, during the Experimental Aircraft Association's (EAA) AirVenture 2001 this summer in Oshkosh. Any support that can be provided will be greatly appreciated.

NAFI was founded in 1967 and is dedicated to raising and maintaining the professional standing of flight instructors throughout the nation, as well as providing a safe and effective learning environment for student pilots. In addition, NAFI initiates education and support programs throughout the aviation industry. The Association affiliated with EAA in May of 1995.

If there are any questions regarding the Master Instructor program, visit NAFI's website at www.nafinet.org or contact Sandy Hill at 303-485-8136 or NAFIMasters@aol.com.

New Service for Big Sky

Big Sky Airlines has started new service in Carlsbad, Roswell and Hobbs, New Mexico. Craig Denney, Executive Vice President commented "We are very excited about this new service. It provides an alternate service option for New Mexico business people who need to travel to and from Dallas and Denver, both locally and as alternate hubs for connecting flights to cities throughout the United States and a number of international points."

All flights will be operated with a 19 passenger Fairchild Metro III or Metro 23 aircraft that cruise at an airspeed of 300 miles per hour. The Metro aircraft is able to accept all sizes of baggage. In the Billings region, Big Sky provides scheduled service between 15 cities in Montana, Colorado, North Dakota and Washington. In the Dallas region, Big Sky provides service to ten cities in Oklahoma, Texas, Arkansas and Missouri.

Big Sky is a Billings based regional airline that commenced service in September 1978. It currently has 300 employees and operates a fleet of fifteen 19-passenger Fairchild Metro III and Metro 23 Aircraft. Big Sky is a publicly held company with its stock trading on the Pacific Stock Exchange under the symbol of BSA. For reservations and flight information please call 800-237-7788.

In Memory of Leon Jacobs

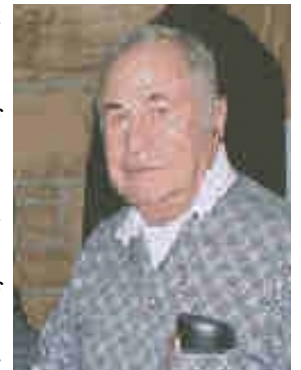
Leon Jacobs 82 of Lewistown passed way on November 1, 2000 following a short illness. He was born September 1, 1918 in Sheridan, WY the son of Julius and Anna Jacobs. They moved to Lewistown and he received his education there graduating from Fergus county High School in 1936. He then attended UCLA and graduated there with a Bachelors Degree in Business. He then worked for Consolidated Aircraft in California until entering the U.S. Army. After his discharge at the end of World War II he returned to Lewistown. He operated the family business The Jacobs Store expanding it selling boats and motorcycles. He then formed a partnership and started E-Jay-S which he operated until the mid 1970's when he sold the business. He then started Leon Jacobs Enterprises, which he

operated until 1985. On November 27, 1982 he was united in marriage to Montana McClintock in Billings, MT.

Jake was a referee in Central Montana for many years and is a member of the Referees Hall of Fame, he was a member of the Eagles Lodge serving as President and Treasurer for many years and was State Eagles Treasurer for over 20 years, a position he held at the time of his death, he has served on the Eagles Manor Board for over 25 years, Airport Board for over 30 years and was appointed by the Governor to the Essential Air Service program in 1978, served many years on the City-County Planning Board, and was a member of the Lewistown Kiwanias Club for over 40 years, he was a member of Friendship Lodge #37 AF & AM of Lewistown and

Fergus Post #16 of the American Legion of Lewistown.

He is survived by this wife Montana of Lewistown; one daughter Marilyn Evans of Orange, CA; one stepson Troy Dalton of Yolo, CA; two stepdaughters: Tory Green of Scottsbluff, NE and Tana Farrar of Ketchikan, AK; one brother Gill of San Diego, CA and one sister Sylvia Salinger of Boulder, CO. Three stepgrandchildren and several nieces and nephews.



Montana Aeronautics Division Aviation Awareness Art Contest

FIRST, SECOND AND THIRD PLACE AWARDS will be presented for the best AVIATION POSTERS entered in each of the following categories:

Category I
Grades 1 - 4

Category II
Grades 5 - 8

Category III
Grades 9 - 12

FIRST PLACE PRIZES in each category:

*A round trip flight from the winners hometown to Helena for the winner and his/her parents.

*A plaque and certificate of achievement presented by the Governor.

*A career awareness tour of the Helena Regional Airport.

***GRAND PRIZE FOR ENTRANTS - 15 TO 17 YEARS OF AGE:** Paid tuition to attend the 2001 Experimental Aircraft Association (EAA) Air Academy, July 18-27, 2001, in Oshkosh, Wisconsin. While in Oshkosh attend the world's largest aviation event, the 49th annual EAA Fly-In Convention. **IN ADDITION TO THE GENERAL ENTRY REQUIREMENTS**, a student wishing to be considered for this prize must submit a written statement stating his or her future career goals and/or plans for a future in the aviation/aerospace industry and past aviation experience if any. Student must also meet EAA age and character reference requirements. Please include birth date with entry.

The reasons we are asking you to take part in the Aviation Awareness Art Contest are twofold. We want to make the students aware that there are career opportunities in the field of aviation/aerospace. We also hope that they will receive some background information to help broaden their awareness of the importance of aviation/aerospace in our country's economy and the related job opportunities.

GENERAL ENTRY REQUIREMENTS

1. Contest is open to all students in Montana, grades 1 - 12
2. Size of poster not to exceed 12" X 18"
3. Poster may be: technical drawing, color, or black & white
4. First, Second & Third place will be selected from each of the three categories
5. Name, grade, mailing address, home phone number, school, and teachers name **MUST BE PRINTED** neatly on the back of each entry, all artwork will be returned

Winners will be contacted directly and an article announcing the winners of the 2001 Aviation Awareness Art Contest will be published in the Montana Aeronautics Division's monthly newsletter, Montana and the Sky and local papers will be contacted. A complimentary copy of Montana and the Sky is sent to all school libraries and mailed to registered pilots.



Entries **MUST** be received by **March 30, 2001**

SEND YOUR ENTRY TO:
Montana Aeronautics Division
P.O. Box 5178
Helena, MT 59604-5178

International Aviation Art Contest – My Dream To Fly

This year's theme for the 2001 International Aviation Art Contest is "My Dream to Fly". The contest is sponsored by the National Aeronautics Association, National Association of State Aviation Officials, National Aeronautics and Space Administration, and the Federal Aviation Administration, in cooperation with the Federation Aeronautique Internationale (FAI), to motivate and encourage young people of FAI-member nations to become more familiar with and participate in aeronautics, engineering and science. Children between the ages of 6-17 are eligible to participate. For more information and a contest application contact Montana Aeronautics Division, (406) 444-2506.

GA Safety Continues to Improve

The NTSB hosted a general aviation accident prevention symposium in Washington, D.C., to discuss key problem areas. All the old familiar accident cause factors were discussed including stall-spin scenarios, visual flight into instrument conditions, maintenance-related accidents, and midair collisions. ASF Executive Director Bruce Landsberg, who attended the meeting, noted that despite increasing activity and attention to GA mishaps, the rates of overall and fatal accidents continue to gradually decline. "If the numbers hold through the end of the year, GA could well be on the way to breaking its own record for the third consecutive year," he said.

Aviation Education



"You take the low road and I will fly the high skies." Jeanne MacPherson presented aviation navigation to Clancy, Montana 7th graders. Using Montana aeronautical charts, flight plotters and E6B flight computers, the students planned a flight from Helena to Great Falls.

Twenty seven hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,053. This includes \$120 for production, \$713 for postage and \$220 for printing.

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